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SECURITY INFORMATION

REPORT

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COUNTRY Czechoslovakia
SUBJECT Dobruany (Line) Airfield

DATE DISTR. 29 Oct. 53,

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PLACE
ACQUIREDNO. OF ENCLS. 5
(LISTED BELOW)DATE
ACQUIREDSUPPLEMENT TO
REPORT NO.

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DATE OF IN

THIS IS UNEVALUATED INFORMATION

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I. Identification Data:

Overlay of
Airfield.

Line

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1. Line Airfield.

2. Radbu River.

3. Highway: Chotesov \angle N 49-39, E 13-137 to Pilsen, asphalt, 6 $\frac{1}{2}$ m. wide.4. Road: Line \angle N 49-42, E 13-167 to airfield, asphalt, five meters wide. Road open to military traffic only.5. Road: Nova Ves \angle N 49-41, E 13-177, five meters wide, through airfield crossing highway (Pt. 3, Encl. 1), asphalt resurfacing of remaining one kilometer still in progress when last observed in July 1953. This road was formerly gravel surfaced. Road open to military traffic only.

USAF review completed.

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25 YEAR RE-REVIEW

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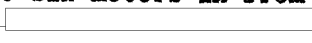
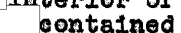
6. Railroad: single track, normal Czechoslovak gauge, a spur line from the Chotesov-Pilsen railroad to the airfield (further reference Pt. 18, Encl. 2).

II. Site Layout:

Reference to Encl. 2,  Sketch of the Line Airfield.

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1. POL Storage Tanks: steel, nine meters long, 2½ m. in diameter, sunk in concrete five meters below ground surface with remaining portion of tank extended above ground. Construction started in November 1952, and was still in progress when last observed in July 1953. It was completed except for the top cement and sod surfacing. Completion date unknown. No further information.
- 1A. POL Storage Tanks: same as Pt. 1, except that these two tanks were covered with concrete (thickness unknown) and sodded over. The POL tanks were not in use when last observed in July 1953.
- 2A, B, C. Antiaircraft Gun Positions: permanent emplacements dug one meter below surface, banked along sides with dirt and covered with camouflage nets. The guns had three-four barrels, were 20 or 21 mm. caliber, and of German origin. Each barrel had a 20 round clip. A tent was observed near gun position (Pt. 2B, Encl. 2) (surface of tents unknown). No further information.
- 2D. Wooden Bunker: 6 x 4 x 2½ m. with top sodded over with ground level. Eight Air Force personnel (personnel from one of the Airfield Battalions (14th, 18th, or 20th) were used to man the gun). The crew used the bunker as sleeping quarters and were on 24 hour duty. A field phone was connected from the bunker to the Line Airfield switchboard (Pt. 6A, Encl. 2). No further information.
3. Aircraft Bore Sighting Range: earth mound, 10 x 10 x 7 m., slightly tapered toward top. Aircraft would taxi on taxi-strip (Pt. 4) to within 30 m. of the mound. This site was used for bore sighting and loading of ammunition. No firing of weapons was observed. No further information.
4. Taxi-Strip: taxi-strip to bore sighting range (Pt. 3) concrete, 60 m. long x five meters wide.
5. Taxi-Strip: concrete (constructed of blocks 4 x 4 x 30 cm. thick) 2,800 m. long, northeast to southwest, x 24 m. wide. Alternating yellow and white boundary lights, 30 cm. high, were spaced at five meter intervals along inner edge of the taxi-strip. No further information.
6. Runway: concrete (constructed of blocks 4 m. x 4 m. x 30 cm. thick) 2,800 m. long northeast to southeast, x 80 m. wide. Four red lights two meters high were located 15-20 m. from ends of runway, and extended across width of taxi-strip and runway. For night flying one portable searchlight stationed near end of runway was used to illuminate runway for landing aircraft. One mobile radio unit (reference Encl. 3, Sketch of Mobile Radio Unit) was observed parked two to six meters in from each end of runway during flying activity.  interior of the mobile radio unit  contained three unknown radio sets (German origin, types and names unknown), two 12 volt batteries that were recharged by a charger unit within, and a cable (length unknown) for obtaining power from outside sources i.e., commercial power source used on base.

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The alternate power system consisted of a generator unit powered by a 9-11 horsepower gasoline motor. This generator power output could be regulated from 24-250 v.

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Two airmen were observed in the mobile radio unit. A DC-3 was the heaviest aircraft seen using the runway. No further information.

- 6A. Line Airfield Switchboard Building: white stuccoed brick (further descriptions and dimensions unknown). No further information.
- 7A. Hangar: red brick (iron frame construction) 100 x 40 x 15 m., with tar papered shed type roof and concrete floor. Construction on hangar started in the Spring of 1953 and was to be completed in November 1953. When last observed in July 1953, the rear walls, doors and interior work remained to be done.
- 7B. Hangar: red brick (iron frame construction) 100 x 40 x 15 m., with tar papered shed type roof and concrete floor. Construction of this hangar was completed July 1953. Hangar was used for housing 20 MIG's and maintenance of aircraft including motor changes. (No information as to which of the three Fighter Regiments (5th, 8th, or 16th) used the hangar.)
old and new jet engines were received from Avia near Prague. The engines were packed in wooden crates and shipped and received by truck. An engine log book accompanied all engines. No further information.
- 7C. Hangar: white stuccoed brick, (iron frame construction) same dimensions and construction as Pt. 7B. Construction of this hangar was completed when first observed in May 1952. This hangar was used for housing 40 MIG's of two Fighter Regiments and for maintenance, including engine changes.
upon completion of hangar (Pt. 7A), each Fighter Regiment would use a separate hangar. No further information.
8. Aprons: concrete, 100 m. x 40 m. x 30 cm. thick, were used for light maintenance, refueling, parking of aircraft. Aircraft were refueled by Tatra-128 fuel trucks of 3,000 l. capacity. No further information.
9. Sodded Areas: 877 m. long x 100 m. wide. These areas were not used.
- 9A. Taxi-Strips: concrete, 100 m. long x 24 m. wide, that were used for taxiing between taxi-strip (Pt. 5) and runway (Pt. 6).
10. Fire Station: one-story, green stuccoed brick, 40 m. x 12 m. x 3-4 m. with tar papered shed type roof. It contained two Praga-RN fire trucks with tanks that were divided into two sections. One section of the tank held 2,500 l. of water and the other held 100 l. of foamite. Four Air Force personnel were assigned to a fire truck. This was an all purpose fire station that operated 24 hours daily. No special fire fighting clothing was observed. No further information.
11. Road: Airfield to Line (reference Pt. 4, Encl. 1).
12. Control Tower: green stuccoed brick, 8 m. x 8 m. x 20 m. The upper five meters was glass enclosed and tapered to six meters by six meters. No further information.

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13. Road: airfield to Dobrany \sqrt{N} 49-39, E 13-18 gravel, five meters wide, closed to all traffic.
14. Apron: concrete, 130 m. x 40 m. x 30 cm. thick, used for light maintenance, refueling and parking of aircraft.
- 14A. Sodded Area: 100 m. x 20 m. used for parking of light conventional aircraft.
15. Road: asphalt, five meters wide, used for auto and truck traffic.
- 15A. Meteorological Station: unpainted wooden structure 5 m. x 4 m. x 2½ m. with a light brown tent attached to top of wooden structure (over-all height four to five meters). It contained a radio (origin, type, and frequency unknown). Located 15 m. east was a double clothesline type antenna fastened to two wooden poles six to seven meters high and eight meters apart with lead to the meteorological station. Three to four air- men were observed using this station 24 hours daily in con- junction with instruments (Pt. 15B). No further information. 25X1
- 15B. Weather Station: wooden box structure, 1½ m. x 50 cm. mounted on wooden posts two meters high. Air Force personnel from (Pt. 15A) check instruments within the box hourly during the day and night while he was on guard duty. No further information. 25X1
16. Ammunition Warehouse: unpainted, wooden, 6 m. x 3 m. x 2½ m., with tar papered barrel shell type roof. This building was mounted on wooden skids. Building was movable. It contained 20-23 mm. and 45-50 mm. ammunition for the MIG's. Reference Encl. 4. Sketch of Ammunition Used by the MIG's. Note: It was presumably 23 mm. and 37 mm. ammunition.) Part of the ammunition was uncased and the remainder loaded in belts that were to be used in emergencies. The ammunition was also used when aircraft had practice firing but the ammunition used for firing was immediately replaced with ammunition from the Stenovice warehouse. This building was guarded 24 hours daily by an airman armed with the Cz 9 mm. sub-machine gun. No further information. 25X1
17. Sentry Towers: wooden, (treated with unknown dark brown preservative solution) two meters x two meters x two meters, with sided gable type roof (roof color and roofing construc- tion unknown). Building structures were mounted on wooden stilts eight meters high. These towers were not in use when last observed in July 1953.
18. Railroad: (reference Pt. 6, Encl. 1) eastward construction of northern spur track was still in progress when last observed in July 1953. Length and completion date of northern spur unknown. Six to eight jet aircraft fuel and gasoline railroad tanks cars were observed daily on the northern spur near junction of the two spurs in the vicinity of building (Pt. 19, Encl. 2) (source of fuel unknown). At this site, fuel was loaded into fuel trucks from the railroad tank cars. upon completion of the railroad spur and POL tanks (Pt. 1, and 1A, Encl. 2) the POL tanks would be filled directly from the tank cars. The railroad was also used for shipping of construction supplies. The railroad tank cars were guarded 24 hours daily by an Air Force sentry armed with Cz 9 mm. sub-machine gun. No further information. 25X1

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19. POL Loading and Unloading Platform: wooden, 40 m. x 12 m. with tar papered shed type roof supported by wooden posts three meters high. Steel barrels, 200 l. capacity and filled with POL were unloaded from railroad spur (Pt. 18). Barrels were also filled directly from the POL tank cars by hand operated pumps. A total of 150 barrels of gasoline for use by conventional engined aircraft as well as regular automotive gasoline were stored here. Autos and trucks were refueled from barrels on this platform by hand operated pumps. Aviation gasoline refueling trucks were also filled with gasoline from these barrels when no aviation gasoline was available in railroad tank cars. This POL loading platform was guarded by same sentry that guarded railroad (Pt. 18, Encl. 2). No further information.
20. 14th Airfield Battalion Motor Pool: 70 m. x 20 m. surrounded by wooden posts one meter high with two strands of smooth wire fastened near top and bottom of posts. 25X1
 [redacted] Motor pool, vehicles and equipment were operated by personnel of Company K, of the 14th Airfield Battalion. The 14th Airfield Battalion supported the 8th Fighter Regiment. For 14th Airfield Battalion workshops reference is made to 14th Airfield Battalion Workshops at Nova Ves N 49-14, E 13-11. The motor pool was 25X1 guarded during night hours by an Air Force sentry armed with a sub-machine gun. No further information.
21. 18th Airfield Battalion Motor Pool: triangular shaped 80 x 80 x 60 m. This battalion supported the 5th Fighter Regiment. The motor pool contained approximately the same equipment and vehicles as the 14th Airfield Battalion 25X1
 [redacted] Motor pool was guarded by same guard reference 25X1 Pt. 20, Encl. 2. The motor pool area contained three small wooden temporary buildings 6 m. x 3 m. x 2½ m. built from scrap lumber by the mechanics and used as workshops and shelter during inclement weather. No further information.
22. Road: Nova Ves through airfield to Cerveny Ujezd N 50-04, E 14-10, asphalt, five meters wide.
23. Fence: steel mesh two meters high, three millimeters thick, fastened to concrete posts spaced at six meter intervals.
24. Billets: one-story, green, wooden, 45 m. x 12 m. x 6 m., with tar papered low pitched gable type roof. It contained an orderly room, company commander's office, toilet facilities and sleeping quarters for 150 airmen of Company Z of the 14th Airfield Battalion. It also contained racks with nine millimeter sub-machine guns for personnel of the company.
- 24A. Billets: description and dimensions same as Pt. 24. This building was used for 80 airmen of the Company K of the 14th Airfield Battalion.
25. Billets: three buildings, description and dimensions same as Pt. 24. These buildings were newly constructed and completely finished except for the plumbing. This was to be completed in November 1953. The buildings were not in use 25X1
 [redacted] in July 1953 but 25X1 they would be used as billets because they were built the same as Pt. 24, 24A. No further information.

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26. Garage: building, red brick, 100 m. x 10-12 m. x 5 m. Construction started May 1953 and still in progress [redacted] 25X1
[redacted] in July 1953. Completion date of construction unknown. [redacted] it would be a garage because 25X1
of the type of construction. No further information. 25X1
27. POL Station: gray stuccoed brick 6 m. x 3 m. x 2 1/2-3 m. with flat concrete roof. There were two electric gas pumps, one located four meters east of the building, and another four meters west of building. One steel tank (25,000 l. capacity) was buried four meters east of building. The top of tank was covered with one meter of sod and was level with the ground. [redacted] 25X1
[redacted] this station was complete except for some interior equipment. The building was completed when first observed in May 1952, but was still not utilized when last observed in July 1953. An Air Force sentry armed with nine millimeter sub-machine gun guarded this site 24 hours daily. No further information.
28. Airfield Headquarters Building: one-story, "U" shaped, green stuccoed brick, three wings, each 25 m. x 12 m. x 6 m. with tar papered low pitched gable type roofs. On top of roof there was one clothesline type antenna with three leads that were mounted on wooden posts 15 m. high x 25-30 m. long. This building contained offices for the Airfield Commandant (rank and name unknown) and his staff. It also contained a room with a teletype machine (type and origin unknown). [redacted] 25X1
[redacted] The building also contained a flight operations that controlled the 5th, 8th, and 16th Fighter Regiments.
29. Road: asphalt, five meters wide used for truck and auto traffic.
30. Messhall: one-story, green stuccoed brick, 60 m. x 50 m. x 12 m. with red tiled gable type roof. It contained a kitchen, three dining rooms for airmen and NCO's of the 14th, 18th, and 20th Airfield Battalions, and 8th Fighter Regiments; pilots of the three Fighter Regiments and other personnel presumed to be of the 5th and 16th Fighter Regiments.
31. Fire Hydrants: one meter high, that received water supply from building (Pt. 36, Encl. 2).
32. Messhall and Billets: for description and dimensions refer to Pt. 28, this building contained sleeping quarters for officers, female NCO's of the Air Force, male NCO's, kitchen and dining room facilities.
33. Billets: for description and dimensions refer to Pt. 28, Encl. 2. This building contained sleeping facilities for officers and NCO's.
34. 8th Fighter Regiment Billets: for description and dimensions reference is made to Pt. 28, Encl. 2. This building contained an orderly room and office for the CO of the 8th Fighter Regiment, as well as toilet facilities for airmen of the 8th Fighter Regiment.
- 34A. Billets: for description and dimensions refer to Pt. 28, Encl. 2. Top of roof had a straight steel antenna three meters high.

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- 34B. Billets: for description and dimensions refer to Pt. 28. This building contained offices for the CO, orderly room and sleeping facilities for airmen of the 16th Fighter Regiment.
- 34C. Billets: same description and dimensions as Pt. 28. This building contained offices for the CO, orderly room and sleeping facilities for the 18th Airfield Battalion.
- 34D. Billets and Dispensary: description and dimensions same as Pt. 28. Half of the building was used for toilet and sleeping facilities for airmen that worked in headquarters building (pt. 28) and also contained a radio repair shop. The other half of this building contained a sick call office, medical administrative office and beds for patients confined with light illnesses. No further information.
35. Road: asphalt, five meters wide, used for truck and auto traffic.
36. Waterworks Building: red brick, six meters by three meters by three meters with flat cement roof. It contained three water pumps powered by three electric motors and three pressure tanks each 2½ m. x 1 m. These pumps pumped water from the large water tanks (Pt. 36A) which in turn were supplied from the pumping station at Vodni Ujezd 493930N-1315E. The pumping station at Vodni Ujezd drew water from the Radbu Sia River. This water was used for toilet and bathing facilities only. Drinking water was brought in daily from Pilsen in one special tank truck. [] the water delivery from May 1952 to 1 July 1953. [] later in July the water was drinkable and [] filters were added near the pressure pumps at Vodni Ujezd. No further information.
- 36A. Water Tanks: concrete reinforced with wire, 30 m. x 1 m. x 80 cm. x 5 cm. thick, that were sunk half way into the ground with remaining half of tank above ground sodded over with sod 30 cm. thick. Each tank had a trap door on top in the center for cleaning and other miscellaneous useage. No further information.
37. Guard Shacks: green, wooden, one meter by one meter by two meters with tar papered gable type roof, each used by one Air Force sentry armed with the nine millimeter sub-machine gun who controlled entry and exit of vehicles and personnel; three gates (Pts. 38). No further information.
38. Hinged Wooden Bar Type Gates: controlled by sentries at guard shacks (Pts. 37, Encl. 2).
39. Civilian Apartments: one-story, green five meters by five meters by four meters with tar papered shed type roofs, and were occupied by employees of the Posista Construction Firm of Prague who were employed on Line Airfield as supervisors of military construction.
- 39A. Posista Construction Firm Administrative Office Building: two-story, gray stuccoed brick, 6 m. x 6 m. x 12 m. with faded red tiled gable type roof. This building contained offices for the civilian supervisor, staff and other administrative personnel of the Posista Construction Firm.
40. Canteen, Movie Theater and Gymnasium: green stuccoed brick, 30 m. x 12 m. x 7 m. with tar papered low pitched gable type roof, used by the officers and airmen of Line Airfield.

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41. Central Heating Plant: gray stuccoed brick 30 m. x 20 m. x 8 m., constructed of white asbestos like material. Construction of building started in June 1952 when last seen in July 1953, the interior plumbing had not been completed. This plant was to heat the buildings and supply hot water to the airfield. [redacted] when last observed some of the buildings used coal heaters and others were unheated. Cold water was used for toilet and bathing facilities. No further information. 25X1
42. Construction Supply Warehouses: wooden (treated with brown preservative solution) 50 m. x 10 m. x 5 m. with tar papered low pitched gable type roof. They contained tar paper, glass insulating wool, heating radiators, plumbing pipes, door frames, window frames and wooden flooring.
43. Road: asphalt, five meters wide, used for truck and auto traffic.
44. Transformer Station: gray stuccoed brick, 2 m. x 2 m. x 10 m. with four-sided gable type roof cement roof. It contained a step down transformer. Electricity (voltage and number of electric lines unknown) was received from power plant located at Zbuch N 49-41, E 21-547. No further information.
45. Construction Workshops: green, wooden, 30 m. x 10 m. x 5 m. with tar papered low pitched gable type roof. Buildings contained iron lathes, ~~milling~~ machine, drills, electric and acetylene welding torches, battery chargers and other miscellaneous construction equipment. Two shifts (0600-1400 and 1400-2200 hours) were used by the civilian and military personnel. Buildings were used for repairs of cranes, bulldozers, automobiles and other machinery and equipment. Number of employees unknown. No further information.
46. Road: gravel, five meters wide used for auto and truck traffic.
47. Billets: one-story, green, wooden, six meters by four meters by five meters with tar papered low pitched gable type roof used for sleeping facilities of the Auxiliary Technical Battalion (PTP). The PTP wore the green uniforms with black shoulder boards without rank, and were observed from April 1952 to July 1953. They were used for construction labor on the airfield. No further information.
48. Bath House: one-story, green, wooden, six meters by four meters by five meters with tar papered low pitched gable type roof. It contained showers and washing sinks for the PTP personnel.
49. Billets: one-story, green, wooden, 30 m. x 12 m. x 5 m. with tar papered low pitched gable type roof used for sleeping quarters by the PTP.
50. Messhall and Canteen: one-story, green, wooden, 30 m. x 12 m. x 5 m. with tar papered gable type roof. Building was used by personnel of the PTP. No further information.
51. Athletic Field: gravel, 70 m. x 40-50 m. used by personnel of Line Airfield for soccer, volley ball, basketball. No further information.

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52. Billets: one-story, green, wooden, 30 m. x 10 m. x 5 m., with tar papered gable type roof. Building contained an orderly room, offices for the CO, and sleeping facilities for airmen of the 20th Airfield Battalion. No further information.
- 52A. Billet and Photography Building: description and dimensions same as Pt. 52. It contained sleeping quarters for airmen of the 20th Airfield Battalion and three rooms used as a photo lab. Identification card, photos, gunnery film etc. were processed here. The photography department was operated by personnel of the 20th Airfield Battalion. No further information.
- 52B. Carpenter and Photography Building: description and dimensions same as Pt. 52, one-half of the building contained a carpenter and cabinet maker workshop operated by civilian and military personnel. The remaining half of building had a photo lab similar to the lab in building Pt. 25A, except that it was operated by personnel of the 14th Airfield Battalion. No further information.
- 52C. Utilities Building: description and dimensions same as Pt. 52. This building was used for storage of coal stoves, chairs, beds, brooms, fire extinguishers, tables, clothes closets, shovels, rakes and other miscellaneous tools and equipment. It also contained an office for the Officer in Charge. No further information.
53. 20th Airfield Battalion Motor Pool: gravel, 60 m. x 25 m., that contained machinery and equipment of the 20th Airfield Battalion. The 20th supported the 16th Fighter Regiment. The park contained almost identical machinery and equipment as that of the 14th Airfield Battalion. [redacted] 25X1
This area had no buildings. It was guarded during the night hours by an Air Force sentry armed with the nine millimeter sub-machine gun. No further information. 25X1
54. 20th Airfield Battalion Headquarters: one-story, green, wooden, six meters by four meters by five meters., with a tar papered gable type roof, with offices for the CO and his staff. No further information.

III. Airfield Information:

1. Basic Airfield Information:
 - a. Name of airfield: Line
 - b. Alternate name: None
 - c. Country: Czechoslovakia
 - d. Coordinates: 494030N-131615E
2. Location:
 - a. Direction and distance of city from airfield: Chotesov four kilometers southwest; Line 1,500 m. north; Pilsen 12 km. northeast.
 - b. Direction and distance of prominent landmarks: Highway (Pt. 3, Encl. 1) west 1,500 m.; Radbu River (Pt. 2, Encl. 1) south 1,600 m.

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3. Dimensions:

- a. Estimated length, width, and extensibility: 2,500 m. northeast to southwest by 2,000 m. wide. Airfield could be extended southeast 500 m. The remaining portion of airfield could not be extended because of the small villages surrounding the airfield. No further information.
- b. Approximate shape: Irregular

4. Sketches:

Encl. 1, Overlay of Furth,
Pinpoint Location of Line Airfield.

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- Encl. 2, Memory Sketch of the Line Airfield
- Encl. 3, Memory Sketch of Mobile Radio Unit
- Encl. 4, Memory Sketch of MIG Ammunition
- Encl. 5, Memory Sketch of the MIG-15 (outline)

5. Runways and Surface:

- a. Runways (number, location, direction, length, width, and extensibility): One runway reference Pt. 6, Encl. 2.
- b. Aprons; taxi-strips, perimeter tracks (location, size, surface, condition): Three aprons, Pts. 8 and 14, Encl. 2, four taxi-strips reference Pts. 4, 5, and 9A, Encl. 2. There were no perimeter tracks.
- c. Airfield surface: Southeast portion of airfield was bare sod; northwest and portion of northeast section were wooded with trees 15-20 m. high. No further information.
- d. Drainage: The airfield had a tile drainage system which emptied into a pond located southeast of airfield.
- e. Altitude: 400 m. above sea level.

6. Aircraft Dispersal Points:

- a. Hardstands: None
- b. Revetments: None
- c. Aircraft parking: Usually parked on east end of runway (Pt. 6, Encl. 2) and on apron (Pts. 14, 14A, Encl. 2). No further information.

7. Construction and Improvement:

- a. Surface: None
- b. Runways: None
- c. Buildings: Hangar (Pt. 7A, Encl. 2), garage (Pt. 26); billets (Pt. 25); POL station (Pt. 27); central heating plant (Pt. 41).
- d. POL tanks (Pt. 1, Encl. 2)
- e. Railroad spur (Pt. 18, Encl. 2)
- f. Road: Remaining one kilometer southeast of junction (Pt. 3, Encl. 1) was still in process of asphalt resurfacing when last observed July 1953.

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8. Obstructions: (Give height, distance and direction from airfield in each instance.)

- a. Hill: 485 m. above sea level, 10 km. southwest; hill 427 m. above sea level, 10 km. east.
- b. Power Lines: Nine meters above airfield, from airfield east to Zbuch.
- c. Trees: 15-20 m. above airfield, located one kilometer northwest, one kilometer northeast and 50 m. southeast.
- d. Chimneys: None.
- e. Buildings: None.

9. Technical Facilities: (National origin)

- a. Radio (transmitters, masts) (give frequency): Airfield headquarters building (Pt. 28, Encl. 2); billets (Pt. 34, Encl. 2); meteorological station (Pt. 15A, Encl. 2); radio repair (Pt. 34D, Encl. 2). No further information.
- b. Telephone and telegraph: The majority of the buildings had telephone communication, through switchboard (Pt. 6A, Encl. 2). [redacted] a few of the buildings still used the field phone but that they were gradually being replaced by dial telephones. For teletype, refer to building (Pt. 28, Encl. 2). No further information.
- c. Weather station: Reference (Pts. 15A, and 15B, Encl. 2).
- d. Electricity: Supply was supplied by Zbuch and line led into transformer station (Pt. 44, Encl. 2). A generator unit powered by a gasoline motor (German origin, name unknown) mounted on a four-wheeled trailer unit was used for emergency power. This unit was located near building (Pt. 28, Encl. 2). No further information.
- e. Signaling devices and other landing aids (meaning of flare colors): White, red and green rockets were observed frequently. Red: landing prohibited for aircraft in air, and clearing for aircraft preparing to take-off; green: clear to go; white: all planes return to home base. No further information.
- f. Aircraft capacity: 250 MIG aircraft, including hangar accommodation. No further information. Runway strength unknown.
- g. Repair facilities: Light maintenance was performed on aprons (Pts. 8 and 14, Encl. 2) and heavy maintenance including motor changes performed in hangars (Pts. 7B and 7C, Encl. 2).
- h. Approach lights and taxi-strip lights reference (Pts. 5, 6, Encl. 2).
- i. Bore sighting range: (Pt. 3, Encl. 2).

10. Supply:

- a. Fuel (types, delivery, storage, quantity, refueling methods): Fuel for jet aircraft delivered by refueling trucks from railroad (Pt. 18, Encl. 2) (source of supply unknown). Fuel for conventional engined aircraft delivered

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by refueling trucks from railroad (Pt. 18, Encl. 2) or taken from barrels (Pt. 19, Encl. 2). Vehicles fueled directly from barrels (Pt. 19, Encl. 2).

upon completion of POL tanks (Pt. 1, Encl. 2) and railroad spur (Pt. 18, Encl. 2) that POL would be delivered by rail to tanks (Pts. 1 and 1A, Encl. 2) and that automotive gasoline refueling would then take place at POL station (Pt. 27, Encl. 2). a fuel known as elerix was used for jet aircraft.

the fuel being used at Milovice Airfield in April 1952 was still in use in July 1953. If elerix came in contact with skin, and clothing was not removed immediately, elerix would cause a water blister.

the fuel as light yellow in appearance and it had the odor of petroleum (nafta). Upon contact with clothing it left a light grease spot.

Note:

Eighty-two octane gasoline was used for conventional engined aircraft. No further information.

b. Water: Reference (Pt. 36, Encl. 2).

c. Weapons, ammunition and equipment: Reference (Pt. 16, Encl. 2 and warehouse at Stenovice

d. Armament: The MIG's were armed with two 20-23 mm. machine guns and one cannon 45-50 mm. mounted on right side of fuselage just below and forward of leading edge of the wing. Reference is made to Encl. 4, Sketch of MIG Ammunition. Two square sheet plates each one meter long by six centimeters wide underneath the fuselage were removable for lowering of the weapons for cleaning or loading. Weapons were dropped and retracted by means of chain (no further detail pertaining to the hoisting or lowering). the weapons were usually lowered on a three-wheeled cart. Twenty to twenty-three ammunition loaded in 80 round steel (one belt per machine gun), 45-50 cm. ammunition was placed into a steel belt that held approximately 32 rounds (one belt capacity for the 45-50 cm. gun). loading with belts of 20-23 mm. and 45-50 cm. ammunition at Dobransky warehouse which later moved to Stenovice

the 20-23 mm. ammunition was pressed into the steel belt by means of a hand-operated machine. A ratio of two armor piercing rounds to one incendiary round was used. The armor piercing ammunition was marked with two black painted bands each three centimeters wide near center of cartridge case. The incendiary had one red band three centimeters wide near center of cartridge. The incendiary cartridge case was made of copper (reddish metal) and the armor piercing of brass. No types of ammunition loaded into the steel belts was observed it was pressed into the steel belt by means of a hand-operated machine. The 20-23 mm. ammunition came packed in zinc tin containers 17 cm. x 15 cm. x 6 cm. sealed with lead. Each zinc box contained approximately eight rounds (which had an unknown greasy coat) packed in paper (paper

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description unrecalled). No further information as to whether the zinc boxes were crated. The 45-50 cm. ammunition came packed in wooden crates 70-80 cm. long x 40 cm. x 10-15 cm. (capacity of box unknown). The ammunition was crated in wooden crates alternating from butt to head horizontally. The ammunition was greased and sealed in paper.

Russian constructed boxes because of the rough carpentry of the crates. Russian crates always displayed rough workmanship. No further information. in April 1953 the fighter aircraft at Line Airfield were fully armed with ammunition at all times. No further information.

11. Buildings: (Reference Encl. 2).

12. Transportation Facilities: Railroad depots Chotesov, Zbuch, and Dobransy; railroad spur to airfield (Pt. 6, Encl. 1, and Pt. 18, Encl. 2); highway (Pt. 3, Encl. 1), and roads (Pts. 4, 5, Encl. 1).

13. Administration and Personnel:

a. Authority: an Air Force officer (name and rank unknown) was in charge of Line Airfield. A civilian (name unknown) from the Posista Construction was in charge of all construction activities and of both military and civilian construction personnel.

b. Personnel strength: 5th, 8th, and 16th Fighter Regiments, 900 (airmen and officers); 14th, 18th, and 20th Airfield Battalions, 900 (airmen and officers); Auxiliary Technical Battalion (Pomocny Technicky Praporek - PTP), 500; civilian employees, 200-250.

c. Uniforms, insignia and equipment of troops, unit identification: Personnel of the 14th, 18th, and 20th Fighter Regiments and 14th, 18th and 20th Airfield Battalions wore the regular Czechoslovak Air Force blue uniform with light blue shoulder boards and the metal winged propeller on shoulder boards. The PTP wore the green uniforms with black shoulder boards.

d. Flying activity (civilian, military, experimental, training) with dates of observation: MIG-15 flying activity was observed from May 1952 to July 1953. Flying was performed daily except when an aircraft had an accident, then flying was suspended until after investigation which lasted one to two days. Flying was also curtailed during bad weather (fog, rain, snow and low clouds). During the good flying weather in the months of June, July, and August flying was performed almost nightly. The three Fighter Regiments alternated nightly. During night flying only three to four aircraft were observed flying. Daylight flight formation consisted of 9-12 aircraft flying in V box formation. The Arado-C-2 La and dual seated MIG's were used for flight training. A new pilot was required to make two to three flights in training MIG before soloing.

e. Training school: None observed.

14. Meteorological Factors: During heavy rainfalls, snow, fog, and low clouds, flying was halted. bad weather occurred infrequently at Line Airfield. Two snow plows were available on the airfield (push and pull type plows). Flying was performed all year around. No further information.

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15. Defense Installations and Practices:

- a. Antiaircraft gun positions: Reference (Pts. 2A, 2B, 2C, 2D, Encl. 2). No further information.
- b. Warning devices: No radar was observed.
- c. Camouflage: Most of buildings were painted dark. No further information.
- d. Air raid shelters: Bunker (Pt. 2D, Encl. 2). No further information.
- e. Two sirens located on top of buildings (Pt. 28 and 39A), were used for warning, [redacted] sirens were used for practice alerts (type of signal unrecalled) and that a different siren signal blast would be used in case of a real alert.

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16. [redacted]

- a. Seventy-five to seventy-six MIG-15 Fighters (reference Encl. 5) observed from May 1952 - July 1953.
- b. Three to four dual cockpit MIG-15 trainers observed from May 1952 - July 1953 [redacted] 11 Arado-C-2 single-engined dual cockpit (no information on type of controls) were used as trainers and were observed from May 1952 - July 1953.
- c. One Heinkel twin-engined, used for transport, was observed from June 1953-July 1953.
- d. [redacted] single-engined dual cockpit (no information on type of controls) were used for flight training and were observed from May 1952 to July 1953.
- e. One DC-3 was observed once monthly from May 1952 to July 1953 and [redacted] it brought miscellaneous jet supplies. Source of supplies unknown.
- f. Two Siebels, twin-engined, were used for towing target sleeve and transport service, and were observed from May 1952 to June 1953. The Siebels were replaced in June 1953 by the Heinkel.

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17. [redacted]

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that took place from the Spring of 1952 to July 1953. All four pilots were killed. An aircraft of the 5th or 8th Fighter Regiment was supposedly shot down near Domazlice N 49-26. E 12-56, in the early Spring of 1953 [redacted] killing the pilot (name unknown).

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[redacted] The chauffeurs drove the military

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investigators, doctors and other unknown investigating personnel to the scene of the accident. [redacted]

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Another aircraft accident took place in May of 1953 killing a pilot (name unknown) of the 5th or 8th Fighter Regiment. The pilot took a MIG up for test flight on a Monday following the Saturday that it was returned from repair. The plane exploded in the air and crashed into the northeast section of airfield. No further information. Another accident took place on the aircraft gunnery range [redacted]. The pilot dove on ground target and after firing at the target was unable to clear the wooded area and crashed, killing the pilot. No further information. One other MIG crashed 100 m. west between Chotesov and Zbuch, killing the pilot (name unknown, Fighter Regiment unknown). No further information.

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VII. Security

Reference (Pts. 16, 18, 19, 20, 21, 27, 37, 38, 53). During night hours four Air Force sentries (two to each hangar) armed with the nine millimeter sub-machine gun walked guard around hangars (Pts. 7C and 7B, Encl. 2). Air Force sentries armed with the nine millimeter sub-machine gun were posted at following places during night hours: one sentry inside mess hall (pt. 30, Encl. 2); one sentry outside headquarters building (Pt. 28, Encl. 2); one sentry for buildings (Pts. 33, 34A-34D); one sentry at water works (Pt. 36, Encl. 2). [redacted] a watch dog without sentry was observed nightly near buildings (Pts. 17 and 18, Encl. 2). A special black round metal tag (six centimeters diameter) with stamped crossed swords, company letter followed by a number composed of one to four digits was issued by the first sergeant to airmen for airfield exit and entrance. This tag was turned in upon termination of the pass. Officers and career NCO's gained exit and entrance with their military identification cards. No further information.

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Enclosures:

1. Pinpoint Location of Line Airfield
2. Sketch of Line Airfield
3. Sketch of Mobile Radio Unit
4. Sketch of MIG Ammunition
5. Sketch of the MIG-15

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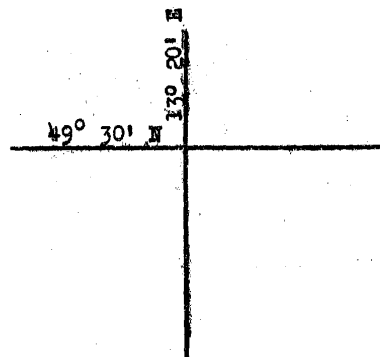
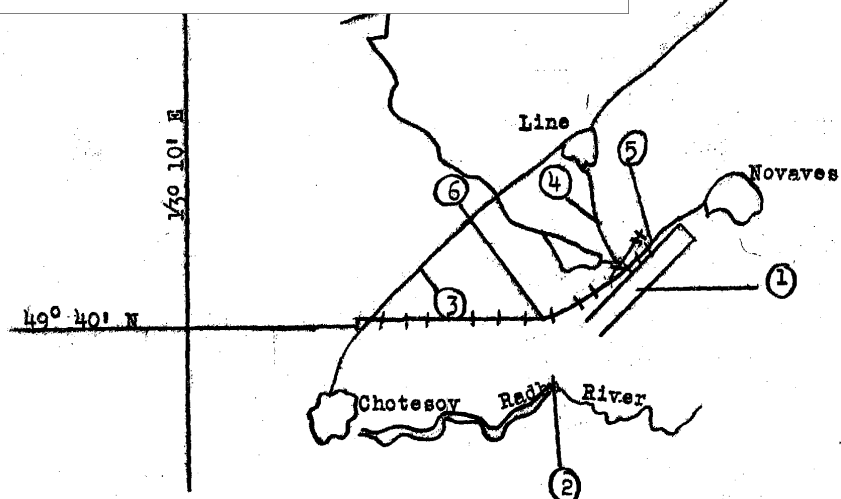
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ENCLOSURE 1:

Location of the Line Airfield 25X1



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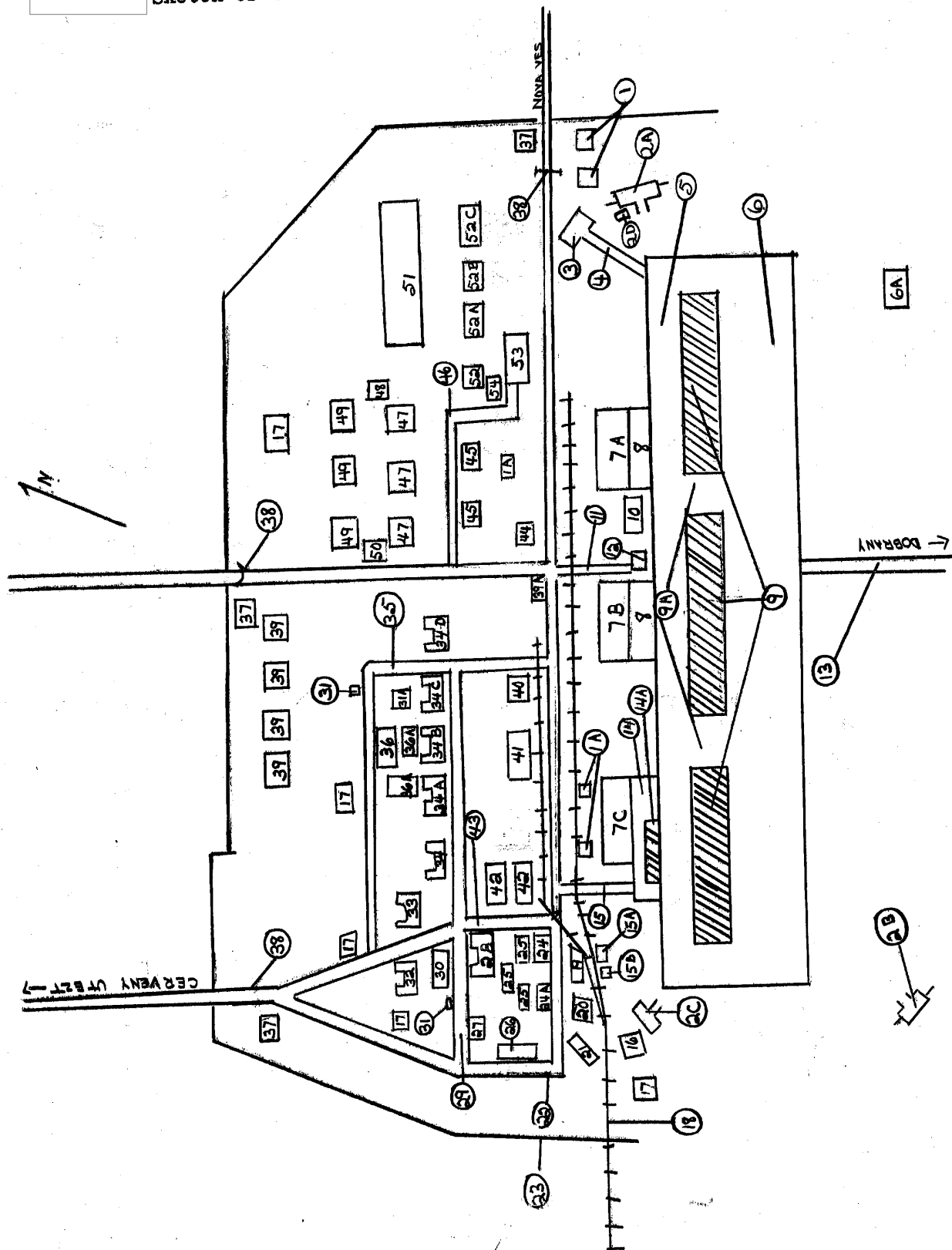
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ENCLOSURE 2:

Sketch of the Line Airfield

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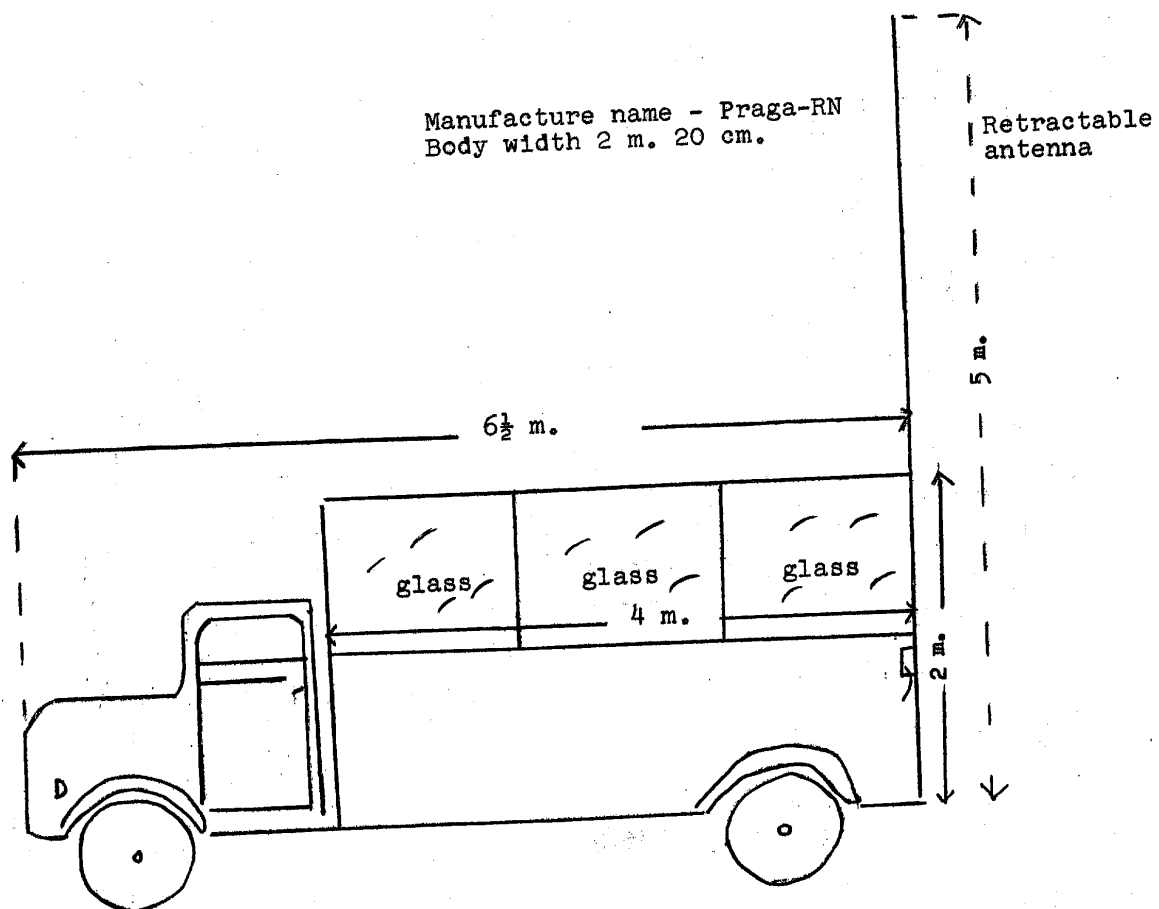
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ENCLOSURE 3:

Sketch of Mobile Radio Unit



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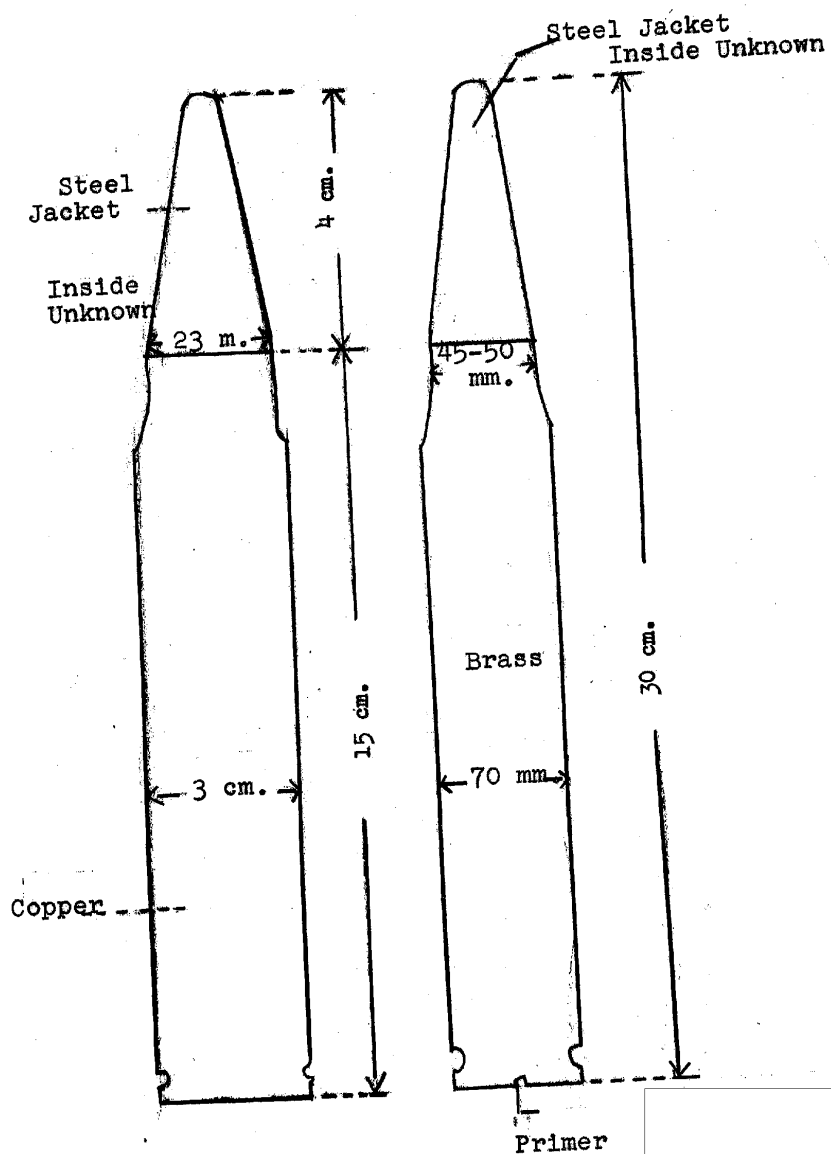
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ENCLOSURE 4:

Sketch of MIG-15 Ammunition

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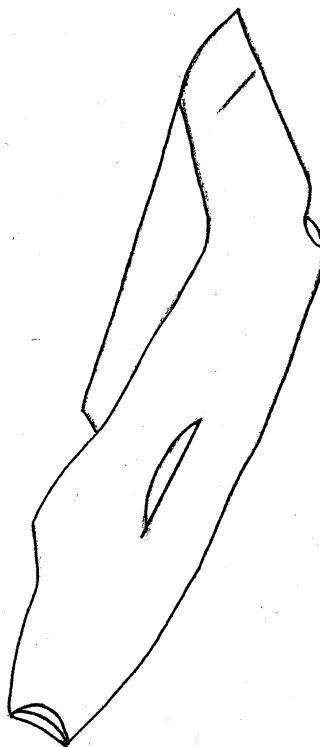
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ENCLOSURE 5:

Sketch of the MIG-15

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